

COTTAM & CO.  
General Outfitters.  
FOR CYCLISTS.  
CYCLE CAPS,  
CYCLE SHOES,  
&c., &c.  
Hongkong Hotel Buildings.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD. LONDON.  
DODWELL, CARLILL & CO.,  
General Agents.

NEW SERIES NO. 819.

廿五正月四十二精光

SATURDAY, FEBRUARY 5, 1898.

大年

號五二英港香

THIRTY DOLLARS  
PER ANNUM.

## BANKS.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$7,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$10,000,000

COURT OF DIRECTORS:  
St. C. MICHAELSON, Esq.—Chairman.  
Hon. J. J. BELL-IRVING.—Deputy Chairman.  
C. BOURMANS, Esq.  
G. D. BÖHLING, Esq. A. J. REEDMAN, Esq.  
G. B. DODWELL, Esq. R. L. RICHARDSON, Esq.  
R. M. GRAY, Esq. R. SHEWAN, Esq.  
David GUBBAY, Esq. N. A. STEBES, Esq.

CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.

MANAGER:  
Shanghai—J. P. WADDE GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON,  
Chief Manager.

Hongkong, 8th November, 1897.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer, at their option, balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1895.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... \$1,000,000  
Paid up Capital ..... \$324,374

HEAD OFFICE—HONGKONG.

Court of Directors—  
D. GILLIES, Esq.

J. T. LAM, Esq. Chow Tung Shing, Esq.  
CHAN Kit Shan, Esq. Kwan Ho Chuen, Esq.  
Chief Manager,  
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.  
On Current Account, Daily Balances 3 per  
Cent. per Annum.

Hongkong, 30th November, 1897.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... \$300,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... \$300,000

RESERVE FUND ..... \$375,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the rate of a per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

5 " 6 " 3½ "

3 " 3 " 2½ "

T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, and June, 1897.

[13]

## INSURANCES.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895.

[13]

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAELS 600,000 \$833,333-33

EQUAL TO ..... \$318,000.00

RESERVE FUND ..... \$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUEN MOON, Esq.

LOU TSO SHUW, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken  
at CURRENT RATES, to all parts of the  
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,

Hongkong, 17th December, 1897.

NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.

CAPITAL SUBSCRIBED ..... \$1,000,000

The above Company is prepared to accept

MARINE RISKS at CURRENT RATES on Goods,  
&c. Policies granted to all Parts of the world

payable at any of its Agencies.

CHAU TSUNG YAT,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,

Hongkong, 24th May, 1895.

[13]

"MELDRUM" FURNACES.

THESE FURNACES are specially adapted  
for coal dust, coke dust and coals of an  
inferior quality, and by their size a great saving  
is effected generally. Smoke is reduced to a  
minimum and boiler power largely increased.

JARDINE, MATHESON & CO.

Agents for Hooghsang and China.

Hongkong, 15th January, 1898.

[13]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(13)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	Coronado	R. A. Peters	5 P.M., 5th Feb.	Freight or Passage.
JAPAN, &c.	Japan	T. Peigh	Daylight, 6th Feb.	Freight or Passage.
JAPAN	Russia	F. N. Tillard	Daylight, 6th Feb.	Freight or Passage.
LONDON &c.	Ganges	T. F. Creasy	Noon, 10th Feb.	[See Special Advertisement.]
LONDON	Shanghai	E. P. Bishop	About 10th Feb.	Freight or Passage.

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 5th February, 1898.

## NOTICE.

(13)

On and after the 1st February, the price of BEEF, VEAL and MUTTON will be as follows:

BEEF.—Sirloin, Steak and Rolls	13 cents per lb.
do. Soup Meat	10 do.
MUTTON.—Leg and Chops	20 do.
do. Shoulder	18 do.
VEAL.—Leg, Cutlets and Chops	13 do.

### THE HONGKONG BUTCHERY CO., CENTRAL MARKET.

Hongkong, 1st February, 1898.

(13)

### TRADE MARK.

Hong Name—

Y U E N W O.

TELEPHONE, No. 135.

### LIQUEURS OF ALL DESCRIPTIONS IN STOCK.

Hongkong, 25th January, 1898.

(13)

### H. PRICE & CO., No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 25th January, 1898.

(13)

C U R R Y

AT THE HONGKONG HOTEL

TRY THE

### THE CLUB HOTEL, LIMITED.

(13)

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897.

(13)

### W. POWELL & CO.

(13)

### NEW GOODS FOR THE RACES.

DRESS MATERIALS,  
COLOURED SILKS (RACING COLOURS),  
NEW TRIMMED MILLINERY,  
FEATHER BOAS,  
SUNGSHADES—FLOWERS—FEATHERS, &c.  
KID GLOVES (EVERY SIZE).

Hongkong, 4th January, 1898.

(13)

## Intimations.

### UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

(13)

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS COMPANY, LIMITED, LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS.

HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER, COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT ..... THOS. SKINNER.

DODWELL, CARLILL & CO., General Agents.

Hongkong, 21st January, 1898.

(13)

### PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

Co-dap's  
Advertisements.

HONGKONG SMOKING CONCERT CLUB

THE SECOND CONCERT of the SEASON will be given in THEATRE ROYAL TO-NIGHT, February 5th, at 8.15 P.M.—  
FULLARTON HENDERSON, Esq., in the Chair.

MEMBERS who have not yet received their TICKETS are requested to forward \$2 to H. C. NICOLLE, Esq., Hon. Treasurer, when they will receive them.

MEMBERS are reminded that TICKETS must be shown at the Box—and this Rule will be rigidly enforced on this occasion.

J. A. LOWSON,  
Hon. Secretary.

Hongkong 5th February, 1898. [175]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the Club will be held in the CLUB HOUSE on MONDAY, the 14th February, 1898, at 3.30 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

C. H. GRACE,  
Secretary.

Hongkong, 5th February, 1898. [215]

THEATRE ROYAL,  
CITY HALL.

THE HONGKONG

ATEUR DRAMATIC CLUB

WILL GIVE TWO PERFORMANCES OF "THE DUCHESS OF BAYSWATER & CO."

"A PANTOMIME REHEARSAL,"

on SATURDAY, the 19th February, 1898,

MONDAY, the 21st February, 1898,

Performance each night at 9 P.M., precisely.

PRICES ..... \$3, \$4, & \$5

Half price to the Pitt for Soldiers, Sailors, and Police in Uniform.

SEATS can be booked at the THEATRE on and after MONDAY, the 14th February.

Booking Office open from 10 A.M. to 4 P.M. (On Race Days the Office will CLOSE at 2 P.M.)

Late Trams quarter of an hour after fall of curtains.

E. W. MITCHELL,  
Hon. Secretary.

Hongkong, 5th February, 1898. [216]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS in the COMPANY will be held at the COMPANY'S OFFICES, No. 3, QUEEN'S ROAD CENTRAL, Victoria, on MONDAY, the 28th February, at twelve o'clock (noon), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1897.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 28th February, both days inclusive.

By Order,

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, 5th February, 1898. [217]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

AN EXTRAORDINARY MEETING of SHAREHOLDERS in the COMPANY will be held at the COMPANY'S OFFICES, No. 3, QUEEN'S ROAD CENTRAL, Victoria, on MONDAY, the 28th February at 12.15 o'clock P.M., when the subjoined Resolutions will be proposed.

RESOLUTIONS.

That Articles Nos. 52 and 122 of the Articles of Association of the Company be altered by eliminating therefrom the word "February" and substituting therefor the word "March."

That Article No. 7 be altered by inserting the words "or Extra Reserve Fund" immediately after the word "Fund" in the sixth line of the said Article, and the words "and Extra Reserve Fund" immediately after the word "Fund" in the seventh line of the said Article.

That Article No. 12 be altered by inserting the words "and subject to the provisions of Articles 121A and 121B" immediately after the word "and" and before the word "be" in the fourth line of such Article.

That the following Articles be inserted immediately after Article No. 121 and be numbered Articles 121A and 121B.

121A.—"Although the Reserve Fund may amount to the sum of One Million Dollars the Directors may nevertheless at their discretion from time to time appropriate a portion, not exceeding ten per cent. of the net income and profit's earned by the Company in any one year, to the formation of an additional Reserve Fund, to be called 'Ex-Reserve Fund.'"

121B.—"The monies standing at the credit of the Extra Reserve Fund may be applicable for the equalization of dividends, and such monies, or some portion thereof, may, whenever the Directors shall think fit, be appropriated towards the equalization of dividends."

By Order,

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, 5th February, 1898. [218]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SOURABAYA.

THE Company's Steamship

"HUEH."

Captain Qail, will be despatched as above on TUESDAY, the 8th instant at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 5th February, 1898. [204]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY."

Captain D. Davies, will be despatched as above on WEDNESDAY, the 16th instant, at Daylight.

To be followed by the Steamship

"NINGHOW."

For Freight, &c., apply to

HOLLIDAY, WISE & CO., Agents.

Hongkong, 5th February, 1898. [185]

Co-dap's  
Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.  
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain H. Bleeker, will leave for the above Ports on or about FRIDAY, the 11th instant.

For further Particulars apply to

MELCHERS & CO., Agents.

Hongkong, 5th February, 1898. [201]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SHANGAI.

THE Company's Steamship

"SACHSEN,"

Captain H. Supmer, due here with the outward German Mail about THURSDAY, the 10th instant, will leave for the above place about 24 hours after arrival.

For further Particulars apply to

MELCHERS & CO., Agents.

Hongkong, 5th February, 1898. [201]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, 5th February, 1898. [184]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA,"

are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wan-chai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 12th February will be subject to rent.

J. S. VAN BUREN, Agent.

Hongkong, 5th February, 1898. [184]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., to S.S. China, From Persian Gulf, to S.S. Kilkis and Patna.

Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 5th February, 1898. [185]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From Italy, to S.S. Sulky.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 11th instant at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 5th February, 1898. [185]

AN APPEAL.

THE SUPERIORNESS of the ITALIAN

CONVENT, CAINE ROAD, beg most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desire to state that

she will be pleased to receive orders for all

kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies' and Children's Under-clothing,

Children's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superioress will also be most grateful for any PAVERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who

are taught by the Sisters.

Hongkong, 5th February, 1898. [185]

Intimations.

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

GINGER ALE.

SARASAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & COMPANY'S WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to

HONGKONG ICE COMPANY, LTD.

The annual meeting of the Hongkong Ice Company, Ltd., was held to-day, in the offices of the General Managers, Messrs. Jardine, Matheson & Co. Hon. J. J. Bell-Irving presided. The others present were:—Messrs. W. Parlane (Manager); A. Fleet; J. H. Cox, K. M. Ross, H. W. Bell (Secretary), Ho Tong, Ho Fook, K. Chinay, Lo, Cheung Shin, Ho U Shang.

The Secretary read the notice convening the meeting.

The Chairman said—Gentlemen, I think all of you will regard the results the past year's working of this Company as in every way satisfactory. The Account to your hands shows net profits amounting to £62,171.39, as against £55,444.82 for 1896, and subject to your confirmation, it is proposed to pay a final dividend of 5s per share, which, with the interim dividend paid in August last, gives shareholders a rather better return than in the preceding year. As stated in the report, it is also recommended to make a liberal provision, for depreciation, and in view of the increased amount, which it is estimated will have to be expended on buildings and new plant, and the desirability of strengthening the future position of the Company against possible competition, I hope this apportionment of profits will also be accepted. The outlay on the extensions, etc., referred to, will, it is now thought, exceed £60,000, or a slightly larger sum, than was estimated twelve months ago. General Expenses have increased about ten per cent over those of the preceding year, mainly due to the enhanced price of Coal, and whilst on this subject I may mention that we are introducing the Meldrum Fusaco into the works with the view of effecting an economy in future by the burning of Hongkong small Coal. I will be pleased to answer any questions with regard to the report.

There being no questions the Chairman proposed the adoption of the report and accounts. Mr. J. H. Cox seconded.

Carried.

Mr. Ho Tong proposed the re-election of Mr. Thos. Arnold as auditor.

Mr. A. Fleet seconded.

Carried.

The Chairman—That concludes the business of the meeting. Dividend warrants will be sent on Monday. Thank you, gentlemen, for your attendance.

A JAPANESE JOURNALIST.

Among the many foreigners who visited London in the memorable year of the Diamond Jubilee, few are better known to their own countrymen amongst literary men than Mr. Ichiro Tokutomi. Not only is he the editor of the *Kokinshu Shimbun* (the *Nation*), a most important Japanese paper, and of various journals, but he is also a publisher, and the author of "The Shōwa-nō-Nihon" (The Japan of the Future). The influence of Mr. Tokutomi on contemporary Japanese thought has been far-reaching, and his style is looked upon as a model for imitation by the younger writers of the day. This distinguished gentleman, who was accompanied by another journalist-author, Mr. Y. Fukai (the translator into Japanese of Pearson's "National Life and Character" and similar classics), had been touring throughout Europe and the East. Among those the travellers met were Tolstoi, the novelist, and the Romanian and Serbian Royalties.

Mr. Tokutomi greatly pleased Carmen Silva

by telling her that there were only two women in the world who were at once queens and poets—herself and the Empress of Japan; and still more by presenting the famous Roumanian lady with an impromptu poem, in which he expressed his delight in seeing the Japanese national flower, the chrysanthemum, in the court of foreign potentates. The Empress of Japan has written two poems which have great value in her country—ones on diamonds, whose brilliant light is derived from polishing, as man's good points are brought out by hard discipline; and another on water, which takes the form of the vessel that contains it, just as man is shaped by his environment and his friends.

In conversation with a representative of the London *Daily News*, Mr. Tokutomi and Mr. Fukai explained that "Journalism in Japan was rapidly attaining the importance of real Fourth Estate's "Upwards of 800 papers and reviews are published in our country," the editor said, "but there only a dozen journals of paramount political importance, and not one of them is an evening paper. Their circulation varies from 10,000 to 100,000, and they sell for about a halfpenny. Advertisements are, of course, the chief source of revenue, but none are printed as though they were reading matter.

The reasons and the motives are not conjoined. China's Pacific coast line extends from the eighteenth and the forty-first parallels of north latitude.

There are many ports open the year round, and the European nations will eventually—for one necessity grows out of another—seize the whole of the coast line of China.

Such a policy began in the sixteenth century, when Portugal obtained a foothold at Macao. Then in 1842 Hongkong was ceded to Great Britain. This gave England command of the fine harbor between the Island of Hongkong and the mainland, as well as a complete control in case of war on the Canton River, from which comes the commerce of Canton and much of that of interior China.

This was followed by the opening of ports and treaty concessions to the several nations, the establishment of courts, the adoption of police regulations which have amounted almost to permanent occupation, and a hostile demonstration in any one of these ports would involve every nation interested in grave international questions.

This is the only way the United States could become a reckoning power. The American looking on may well ask "What does it all mean?" It means much to him instead of the parliament of man and the federation of the world. Docks and forts and battlements will line the coast, navies will swarm the seas, and there will come the necessity of coast defense and a great Pacific squadron for America.

One reason why England is so popular in Japan is that our people are greatly influenced by Herbert Spencer's works and the writings of J. S. Mill, Darwin, Macaulay, Carlyle, and Emerson. The essays of Macaulay and Emerson, indeed, were published by the Government in the Imperial schools. Naturally we think very highly of Carlyle's "Hero Worship." The novels of Dostoevsky, Lytton, Victor Hugo, Alexandre Dumas, Count Léon Tolstoi and others have been translated into Japanese, and the poems of Tennyson and Wordsworth are very popular in this form. We have entered upon a new era of our literature. The fathers of our modern literature are Ral' Sano, historian and poet—our Macaulay; and Bakin, historical novelist—our Walter Scott. Our best living writers are Mr. Fukuzawa, of whom I have already spoken—he is an essayist; and Mr. Fukuchi, formerly editor of the *Tokyo Nichi Nippon Shimbun*, and father of Japanese journalism, who is our leading dramatist. Novels are the most widely read books in Japan, where they are as active as in foreign lands. My own paper represents Young Japan, and is the exponent of Nationalism in foreign policy and Liberalism in home affairs. I have occasional correspondents in various cities of Europe and America, and I dispatched special correspondents to Korea and to China, as you in the West have to Greece and Turkey.

That is the only way the United States could become a reckoning power. The American looking on may well ask "What does it all mean?" It means much to him instead of the parliament of man and the federation of the world. Docks and forts and battlements will line the coast, navies will swarm the seas, and there will come the necessity of coast defense and a great Pacific squadron for America.

Do we not find an answer in the fact that Russia has been as fast as possible completing her railway to Siberia; that she has gradually assumed what is in fact a suzerainty over Korea, and at last has occupied Port Arthur? Has the student of history ever studied the advantage of Russia? Look at the map of your child-hood and the map of today. A territory extending from the Baltic Sea to the Pacific Ocean, commanding as the sea, with the coasts of Korea and China, so much coast line. It will be no Crime as with the banded nations crying "Hold, enough," but with her vast army, disciplined as Von Moltke in years of waiting had disciplined the German army, pouring south from Siberia, she stands to-day in a position to brush away ancient governments and mock crumbling dynasties.

The interests of America are sad to contemplate. She has lost all the opportunities that the glorious East with richest hand could shower upon nations. She opened the ports of Japan and Korea. She occupied an original position. Without jealousy, and without alarm, she could have maintained her influence legitimately acquired in the beginning as a dismembered nation, but tradition, which brings age without wisdom, held her back until commerce and everything else was absorbed by comprising nations. The result of it all is that while she may look on with alarm, she must simply look on.

China has demonstrated to the world her defenseless position and has practically given the powers permission to take as they choose. It remains to be seen what country, through modesty, will decline participation in this high carnival. It remains to be seen, too, what may be the results of over-indulgences. In this child is as wise as a sage. Should the spirit of nationalism animate the statesmen of China, the invaders would be driven to the sea. But it is an example of a country where the rich have grown rich, the poor poorer, and cancer corruption has weakened the timbers of state beyond the power of resistance and beyond its strength.

I cannot admit that Japanese art is declining in the foreign atmosphere; on the contrary, I think it is improving. Gaho Hashimoto, our greatest painter for the last two centuries, certainly learnt perspective from abroad, and so has Belsen Kubota, the present leader of the impressionist school. Our porcelain art has declined, temporarily, I hope, but Japanese metal work was never better than it is to-day.

Mr. Tokutomi is naturally in a position to appreciate the present religious outlook of Japan. "Our country is our God, and patriotism our first doctrine. From the Emperor downward the vast majority have no other religion. For the rest, the common people are Buddhists, half a million persons Confucians, and say a hundred thousand Christians of all sorts—Roman Catholics, Greek Church, and Protestants—while a few persons Shintoism, the indigenous religion. But this Buddhism, Confucianism, Christianity, is all 'Japanized,' and the Shintoism is modernized. Let me explain what I mean by the last sentence. Vladivostok is itself in an exceptionally strong position, for there are no less than thirty fortresses there, and a fleet of from seven to nine Russian war ships are ever in the harbor. The transcontinental line, after leaving Vladivostok, runs northward to Harbin, where the Governor-General of Western Siberia resides. This is a city of 100,000, and a strong military center. From Harbin it runs westward to Blagoveshchensk and Nertchinsk, two very important centers of population. From here a break occurs for about 100 miles, and instead of proceeding by rail, the traveller takes passage on one of the river steamers running up the Amoor river to where the railway again begins. This and a break at Lake Balkal, where connection is also made by steamer, are the only breaks in the line, and before long these will no longer exist, as work has already begun on a continuation of the line along the banks of the Amoor and around Lake Balkal. From this lake to the Siberian boundary at Afa-Samara are ten large cities, with a population averaging about 50,000. All are strong military posts and many soldiers are stationed at each.

Work has just been commenced on a line from Vladivostok through Northern Manchuria to Blagoveshchensk, paralleling the other line, and by which the journey will be shortened about 1,600 miles. The line is being built by the Chinese, and the cost of the construction is estimated at £100,000,000. All are strong military posts and many soldiers are stationed at each.

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The great danger for British interests in the Far East is Russia not Japanese competition.

I think it is a great pity that you have been so

occupied in Africa for China might prove to be a still better market. Russia has already concluded treaties with China, and France has followed in her steps, with a view to imposing prohibitive tariffs in China. I do not fear Russia's armies, but I admit being afraid of her tariffs."

AN AMERICAN VIEW OF CHINA'S POSITION.

BY FRANK L. COOMBS, EX-MINISTER TO JAPAN.

In giving my views of the Oriental question I labour under the embarrassment of one who has gained official knowledge of certain things which happened preceding the war between China and Japan, and I feel bound by the same obligations of secrecy now that were imposed upon me then. Suffice it to say, and I think that in this I violate no relation of official confidence, that I predicted the next great war involving Europe would be in Asiatic waters. This may yet be averted and my prophecy come to naught, though to-day the shifing Orient discloses the scene where the great powers are pushing on to the verge of war.

When geographical situations are taken into consideration this all appears most natural. The vast Chinese Empire extends westward from the Pacific Ocean until it takes one-fourth of Asia, comprising in all a greater mass than the whole of Europe and one and a half again as large as that of the United States.

The nineteenth century is perhaps a fulfillment of the prophecies that westward the course of empire takes its way. For we see far removed from this scene the nations are gathering their strength for the war of spoil which must come from the dismemberment of what we look up to as the oldest part of the world. Why is this? Simply because China is weak. What are the motives? Many.

The reasons and the motives are not conjoined. China's Pacific coast line extends from the eighteenth and the forty-first parallels of north latitude. There are many ports open the year round, and the European nations will eventually—for one necessity grows out of another—seize the whole of the coast line of China.

Such a policy began in the sixteenth century, when Portugal obtained a foothold at Macao. Then in 1842 Hongkong was ceded to Great Britain. This gave England command of the fine harbor between the Island of Hongkong and the mainland, as well as a complete control in case of war on the Canton River, from which comes the commerce of Canton and much of that of interior China.

This was followed by the opening of ports and treaty concessions to the several nations, the establishment of courts, the adoption of police regulations which have amounted almost to permanent occupation, and a hostile demonstration in any one of these ports would involve every nation interested in grave international questions.

This is the only way the United States could become a reckoning power. The American looking on may well ask "What does it all mean?" It means much to him instead of the parliament of man and the federation of the world. Docks and forts and battlements will line the coast, navies will swarm the seas, and there will come the necessity of coast defense and a great Pacific squadron for America.

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Do we not find an answer in the fact that Russia has been as fast as possible completing her railway to Siberia; that she has gradually assumed what is in fact a suzerainty over Korea, and at last has occupied Port Arthur? Has the student of history ever studied the advantage of Russia? Look at the map of your child-hood and the map of today. A territory extending from the Baltic Sea to the Pacific Ocean, commanding as the sea, with the coasts of Korea and China, so much coast line. It will be no Crime as with the banded nations crying "Hold, enough," but with her vast army, disciplined as Von Moltke in years of waiting had disciplined the German army, pouring south from Siberia, she stands to-day in a position to brush away ancient governments and mock crumbling dynasties.

The interests of America are sad to contemplate. She has lost all the opportunities that the glorious East with richest hand could shower upon nations. She opened the ports of Japan and Korea. She occupied an original position. Without jealousy, and without alarm, she could have maintained her influence legitimately acquired in the beginning as a dismembered nation, but tradition, which brings age without wisdom, held her back until commerce and everything else was absorbed by comprising nations. The result of it all is that while she may look on with alarm, she must simply look on.

China has demonstrated to the world her defenseless position and has practically given the powers permission to take as they choose. It remains to be seen what country, through modesty, will decline participation in this high carnival. It remains to be seen, too, what may be the results of over-indulgences. In this child is as wise as a sage. Should the spirit of nationalism animate the statesmen of China, the invaders would be driven to the sea. But it is an example of a country where the rich have grown rich, the poor poorer, and cancer corruption has weakened the timbers of state beyond the power of resistance and beyond its strength.

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N O T A N D A .

CALENDAR.

FEBRUARY.

*Meteorological means based on ten years' observations to 1895.*

Barometer ..... 30.141

Thermometer ..... 57.5

Humidity ..... 79.0

Rainfall ..... 1.76

TO-DAY.

WEATHER REPORT.

On date at On date at

10 a.m. 4 p.m.

Barometer ..... 30.14

Thermometer ..... 60.6

Humidity ..... 86

Rainfall ..... 0

TO-DAY.

Saturday, 5th February, 1898.

(St. Agatha.)

Chinese—15th of 1st moon of 25th year of

Kwong-hi.

(Feast of Lanterns, Fête de Shang-yuen,

Ruler of Heaven.)

Jewish—15th Sabat, 6685.

Mohammedan—15th Ramadan, 1515.

Sun—Rites ..... 6hr. 25min.

Sets ..... 5hr. 55min.

High water—Morning ..... 10hr. 10min.

Afternoon ..... 8hr. 5min.

Low water—Morning ..... 8hr. 15min.

Afternoon ..... 1hr. 25min.

ANNIVERSARIES.

1733—Order of St. Patrick instituted.

1865—The Spanish brig *Nauvo Lepanto* taken

by pirates near Lantau.

1874—End of Ashante War.

1877—Kloto railway opened by the Mikado of

Japan.

1880—The Hongkong Government petitioned

by the Chinese to make the Japanese

yen a legal tender.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BINGO MARU.....	NAGASAKI, MOJI, KOBE and YOKOHAMA	THURSDAY, 10th February, at 4 P.M.	
Cook.....	SEATTLE, WASH., VIA KOBE and YOKOHAMA	MONDAY, 11th February, at 4 P.M.	
KAGOSHIMA MARU.....	YOKOHAMA	THURSDAY, 17th February, at 4 P.M.	
J. W. EKUSHI.....	KOBE and YOKOHAMA	THURSDAY, 17th February, at 4 P.M.	
IZUMI MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), PEKING, COLOMBO, and PORT SAID	THURSDAY, 17th February, at 4 P.M.	
SAGAMI MARU.....	SHANGHAI, JINSUN, SHIMO-NOSEKI and KOBE	FRIDAY, 18th February, at 4 P.M.	
T. MURU.....	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 21st February, at 4 P.M.	
TOKIO MARU.....	NAGASAKI, TOWNSVILLE, and SYDNEY and MELBOURNE, VIA BOMBAY, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), and COLOMBO	TUESDAY, 22nd February, at Noon	
E. W. Hawes.....	FRIDAY, 25th February, at 4 P.M.		
MATSUYAMA MARU.....	OMI MARU.....	THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	
J. Nuci.....	C. Young.....		

For further information as to Freight, Passage, Sailings &c, apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

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**J.-J. CARNAUD, 3, rue d'Argout, PARIS**

**TIN BOXES**  
**STAMPED ARTICLES**  
FOR  
**MILITARY**  
**EQUIPMENT**

Apply to Messrs. DODWELL, CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"HYDASES,"

FROM BOMBAY AND STRAITS.

Consignees are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, when each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th February at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 31st January, 1898. 11-w

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 9th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 16th inst. otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHEWS & Co., Agents.

Hongkong, 2d February, 1898. 11-w 26

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered free alongside.

Cargo impeding the discharge remaining on board after 4 P.M. of the 8th inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHEWS & Co., Agents.

Hongkong, 3d February, 1898. 13-1-207

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship

"CARMARTHENSHIRE,"

Captain Sincock, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on the 9th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME & Co., Agents.

Hongkong, 2d February, 1898. 13-1-207

Intimations.

Intimations.

MITSUI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agents—

Mitsui Coal Min.

Omatsu Coal Min.

Kanada Coal Min.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkgs. Co., Shanghai.

Onoda Cement Company, Japan.

Kanagawachi Cotton Spinning Mill, Japan.

The Mikko Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1898.

Intimations.

NOTES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"GANGES."

Captain T. F. Creery carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th February, at Noon, taking Passengers and Cargo for the above Ports.

Parcels and Valuables, all Cargo for France and Tea for London, (under arrangement) will be transhipped at Calombes into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shipments are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 27th January, 1898. 15

NORTHERN PACIFIC STEAMSHIP COMPANY:

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,167 | J. Truebridge ... | Feb. 22.

Olympia | 1,691 | T. H. Dobson ... | Mar. 15.

Columbia | 2,005 | A. Gow ... | April 5.

Tacoma | 3,549 | A. Dixie ... | April 26.

ALSO  
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Bremerton | 3,601 | E. Porter ... | Mar. 8.

Moscow | 3,654 | W. H. Wright ... | Mar. 29.

Argyll | 2,907 | W. Ward ... | May 3.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG to LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG to NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG to TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Circular Invoices of Goods for United States Points should be sent in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whatever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL, CARLILL & Co.,

General Agents.

Hongkong, 2d February, 1898. 14

NORDDEUTSCHER LLOYD,

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE Company's Steamship

"MARI VALERIE."

Captain R. Mills, will leave for the above places on SATURDAY, the 19th instant, P.M.

For Freight or Passage, apply to

SANDER & Co.,

Agents.

Hongkong, 4th February, 1898. 13

THE Company's Extra Steamship

"DARMSTADT"

will be despatched as above on or about the 15th of February, 1898.

To be followed by the

"CREWEFIELD"

on or about the 15th of March, 1898.

For